

Mr. LIPINSKI. Mr. Chair, I would like to thank the Chairman and Ranking Member for accepting two of my amendments in the en bloc amendment to the Senate Amendment to H.R. 22, including an amendment exempting a narrow class of welders from the Federal Motor Carrier Safety Regulations.

The amendment at hand is a bipartisan, compromise effort that clarifies that transit agencies starting New Starts projects can utilize Federal funds, like CMAQ and TIFIA, to match the 50% funding provided by their New Start grant. I appreciate the Chairman's willingness to work with me on this issue and restore the Core Capacity and Small Starts projects Federal match limit back to 80% and allowing local agencies to flex other Federal funds to these projects.

Without these funds, local flexibility would be greatly diminished and agencies would be forced to scrounge for funds locally, delaying many, many projects, including Chicago's Red & Purple Line Modernization. Still, this is a compromise amendment and this bill still restricts the use of STP funds for the remainder of the match and codifies the New Starts grant amount at 50%, both at the request of the majority, and I strongly disagree with this and hope we can work on this in conference. In support of my amendment, I submit letters of support for this amendment from the Chicago Transit Authority, the Regional Transportation Authority, and the American Public Transportation Association.

CHICAGO TRANSIT AUTHORITY,  
Chicago, Illinois, November 3, 2015.

Hon. DANIEL LIPINSKI,  
House of Representatives, Washington, DC.

DEAR CONGRESSMAN LIPINSKI: I am writing to you in support of the Lipinski-Nadler-Dold Amendment (#110) to Section 3005 of H.R. 3763, the Surface Transportation Reauthorization and Reform Act of 2015. This amendment would strike provisions in the bill that prohibit certain U.S. Department of Transportation (DOT) funding and financing from being paired with Federal Transit Administration (FTA) 5309 Capital Investment Grants to construct New Starts, Small Starts, and Core Capacity Projects. Specifically, provisions in Section 3005 would limit the use of DOT funding from programs such as Congestion Mitigation and Air Quality (CMAQ), Transportation Investment Generating Economic Recovery (TIGER), and the Transportation Infrastructure Finance and Innovation Act (TIFIA) from being utilized on projects such as the CTA's Red-Purple Modernization project or the Red Line Extension to 130th Street.

For decades many transit agencies nationwide have been pairing various DOT funding with FTA Capital Investment Grant funding. This includes flexible funding from the CMAQ program that is allocated at the regional level by the Metropolitan Planning Organization (MPO). Here in Chicago the MPO—known as the Chicago Metropolitan Agency for Planning (CMAP)—has a yearly competitive process for CMAQ funding that is based on cost-benefit analysis with regard to a decrease in traffic congestion and an improvement in air quality. In 2015 the CTA's Red-Purple Modernization Core Capacity project was allocated \$125 million in multi-year CMAQ funding, but H.R. 3763's provisions would jeopardize that funding from being paired with future FTA funding. So in essence, the provision as currently written takes away local control over federal funding that was already allocated to the region.

The CTA also has a history of successfully tapping low-cost TIFIA loan financing for

large projects such as the Your New Blue Program on the CTA's Blue Line from downtown to O'Hare and the 95th Street Red Line Terminal Improvement project. To prohibit CTA from considering TIFIA financing for the aforementioned Red-Purple Modernization Project and Red Line Extension would take away an important and cost-effective tool in the financing toolbox and would lead to higher financing costs for these projects through traditional methods.

Thank you for offering this very important amendment during Committee markup and for floor consideration. The CTA was heartened to hear Chairman SHUSTER offer to work with you and your colleagues during the Committee consideration of the bill, and the CTA and likely many transit agencies around the region and country will benefit from your efforts should your amendment be adopted into the bill.

Sincerely,

DORVAL R. CARTER, Jr.,  
President.

AMERICAN PUBLIC TRANSPORTATION  
ASSOCIATION,

WASHINGTON, DC, NOVEMBER 3, 2015.

Hon. DANIEL LIPINSKI,  
House of Representatives, Washington, DC.

DEAR CONGRESSMAN LIPINSKI: On behalf of the American Public Transportation Association (APTA) and its more than 1,500 member organizations, we are writing in support of the Lipinski, Nadler, Dold amendment #110 to the transportation provisions of the House Surface Transportation Reauthorization and Reform (STRR) Act, which would restore the 80 percent federal share for core capacity and small starts projects, as well as allow New Starts projects to continue to use congestion mitigation and air quality improvement program funds (CMAQ), transportation infrastructure finance and innovation act (TIFIA) funds, and Transportation Investment Generating Economic Recovery (TIGER) grant funds as a part of the remaining Government share.

While we are disappointed that surface transportation program (STP) funds continue to be restricted for new starts projects only, we recognize that this amendment was compromise language and improves the House bill. However, notwithstanding our support of this compromise position to improve the House bill, we will continue to advocate to preserve the current 80 percent Federal share for New Starts projects and the existing flexibility to use STP for the government share as the final position in a future conference between the House and the Senate.

Thank you again for your leadership on this issue. We look forward to continuing to work with you on restoring the federal share to 80 percent federal share for new starts and restoring STP flexibility to the new starts program as the House bill moves to conference. If you have any questions, please have your staff contact Brian Tynan of APTA's Government Affairs Department.

Sincerely,

MICHAEL P. MELANIPHY,  
President & CEO.

NOVEMBER 4, 2015.

The Regional Transportation Authority (RTA) system provides more than two million rides per weekday. As the agency responsible for fiscal oversight, as well as financial and regional planning for public transit in Northeastern Illinois, I am writing in strong support of amendment #110 to Section 3005 of H.R. 3763, the Surface Transportation Reauthorization and Reform Act of 2015. This amendment would restore the 80 percent federal share for core capacity and small starts projects, as well as allow New

Starts projects to continue to use congestion mitigation and air quality improvement program funds (CMAQ), transportation infrastructure finance and innovation act (TIFIA) funds, and Transportation Investment Generating Economic Recovery (TIGER) grant funds as a part of the remaining Government share.

Amendment #110 benefits all three of our region's agencies—CTA, Metra and Pace—by allowing them to pair Capital Investment Grant funds with others federal program funds; a practice that has historically been allowed under federal programs. An example of the importance of this flexibility was seen when the CTA recently used a low-cost TIFIA loan as part of the project matching funds to finance the Your New Blue Program on the Blue Line from downtown to O'Hare and the 95th Street Red Line Terminal Improvement project. To prohibit the CTA from having the flexibility to use TIFIA financing, CMAQ dollars or TIGER funding as part of the local match for these projects would take away important and cost-effective financing and funding tools which could lead to higher costs if only left with other traditional methods.

In an era of scarce funding, the RTA and Service Boards try to creatively pursue all options from state, federal, and local sources for major projects. We appreciate Congress allowing local entities maximum flexibility to continue to do that. If you have any other questions or concerns, please feel free to contact me.

Sincerely,

LEANNE REDDEN,  
Executive Director, Regional Transportation  
Authority.

HONORING WILLIAM D. "BILL"  
SHINN

HON. MARK DESAULNIER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 5, 2015

Mr. DESAULNIER. Mr. Speaker, I rise today to honor the life of my good friend William D. "Bill" Shinn, who was born on October 6, 1941 in Minnesota, and recently passed away at his home in Concord, California, on October 16, 2015.

In 1957, Bill became a resident of Concord, and attended Mt. Diablo High School. Later, he earned degrees from Diablo Valley College, Sacramento State University, and a Master's Degree in Public Administration from Golden Gate University. Bill was a proud veteran of the United States Navy and a graduate of the FBI National Academy.

Bill was a good man and good friend to many. He honorably served Contra Costa County for over 45-years as Mayor of Concord, a Member of the City Council, and Commander with the Sheriff's Office. During his 29-years with the Sheriff's Office, Bill was a dedicated advocate for criminal justice reform and mental health services. I have fond memories of Bill leading impassioned discussions about the causes he believed in. He was a voice before his time.

In addition to being an important member of the community, Bill was beloved by his family. He was a caring and devoted husband, father, grandfather and brother. For everyone who knew him, Bill will be greatly missed.

Mr. Speaker, I am honored to celebrate the extraordinary life of Bill Shinn, and I send my

sincere and deepest condolences to Bill's family, friends, and loved ones.

IN HONOR OF MRS. JANE WILLSON

**HON. SANFORD D. BISHOP, JR.**

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 5, 2015*

Mr. BISHOP of Georgia. Mr. Speaker, it is with a heavy heart and solemn remembrance that I rise today to pay tribute to an outstanding businesswoman, respected philanthropist, and beloved servant of humankind, Mrs. Jane Seddon Willson. Mrs. Willson passed away on Tuesday, November 3, 2015. A funeral service will be held at 10:00 a.m. on Saturday, November 7, 2015 at First United Methodist Church in Albany, Georgia, with interment to follow at Westview Cemetery in Atlanta, Georgia.

Born in New York City in 1923, Mrs. Willson graduated from Wellesley College in Massachusetts in 1945. Six years later, she moved to Albany, Georgia with her husband, the late William Harry Willson, to manage his family's small pecan orchard. After the success of their mail-order pecan business, the move to the farm in Albany was simply the next step.

What started as a small family business quickly expanded into two large companies. As President and Secretary of both Willson Farming and Sunnyland Farms, Mrs. Willson orchestrated the global expansion that continues to make both companies successful. Because of Mrs. Willson's business savvy, people in countries around the world now enjoy a variety of nuts and nut products from Georgia, which has contributed greatly to the state's economy.

Mrs. Willson put as much, if not more, love and effort into serving her community as she did into her businesses. She served as board chairman of the Albany-Dougherty Inner City Authority and the United Way of Southwest Georgia. She also served on the Albany Area Chamber of Commerce Executive Board; the Albany Technical College Board; the Albany State University Foundation; and the Darton State College Foundation. She was the first woman to serve on the Board of Directors of Bellsouth Telecommunications.

In addition, Mrs. Willson's service as President of the Board of Directors for the Boys & Girls Club of Albany has left a lasting mark upon the organization. She not only served on the Board for many years, but also donated the funds to build the Jane Willson Unit. This year, the Boys & Girls Club of Albany will be presenting its first "Harry and Jane Willson Partner of the Year" award to an organization that best emanates the couple's spirit of philanthropy.

An avid supporter of the arts, Mrs. Willson also helped with the establishment of the Albany Museum of Art, and later, the museum's Jane and Harry Willson Auditorium. Her drive to help her community further resulted in the creation of the Willson Hospice House. Because of her \$1 million donation, the Willson Hospice House is able to provide inpatient care to people who have been diagnosed with a terminal illness. Yet her generosity has not

been confined to Southwest Georgia. Mrs. Willson donated millions of dollars to the University of Georgia, where she served as a UGA Foundation Trustee and as a board member of the UGA Research Foundation. She also made a \$1 million donation in honor of her daughter, Jane, to Valley Children's Hospital in Madera, California.

Mrs. Willson's generosity and altruism served as an inspiration to all who knew her, myself included. She donated more than just funding to every organization to which she was connected—she was a prominent part of the fabric of each institution.

George Washington Carver once said, "No individual has any right to come into the world and go out of it without leaving behind distinct and legitimate reasons for having passed through it." We are all so blessed that Mrs. Jane Willson, an inspirational human being of incredible compassion and integrity, passed our way and during her life's journey did so much for so many for so long. She leaves behind a great legacy in service to her beloved family and to all those whose lives she touched through her kindness and generosity. She will truly be missed.

Mr. Speaker, I ask my colleagues in the House of Representatives to join me, my wife Vivian, and the Albany, Georgia community in honoring Mrs. Jane Seddon Willson for her outstanding contributions to the community. We extend our deepest sympathies to her family, friends and loved ones during this difficult time and we pray that they will be consoled and comforted by an abiding faith and the Holy Spirit in the days, weeks and months ahead.

TRIBUTE TO RON GILLHAM

**HON. SANDER M. LEVIN**

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 5, 2015*

Mr. LEVIN. Mr. Speaker, I rise today to mark the distinguished career of Ron Gillham as he retires as Mayor of Huntington Woods, Michigan. Mayor Gillham, who served as Mayor for 35 years in the city that he loves, will end his tenure as one of the longest serving mayors in the State of Michigan.

Ron Gillham was born, raised and educated in Missouri. After graduation from the Missouri School of Mines in 1956, he joined General Motors at the Tech Center in Warren, Michigan, and he and his wife Shirley moved to Huntington Woods in 1959. He served in a variety of interesting and challenging positions, eventually retiring from Advanced Product Engineering in 1992.

In his "second career," Ron Gillham has served the citizens of Huntington Woods continuously since 1975, first as a member of the Huntington Woods Zoning Board of Appeals, then as a Commissioner for the City for Huntington Woods. In 1981, Mr. Gillham was elected as the Mayor of Huntington Woods.

Ron Gillham is active in the Michigan Municipal League where he formally served on the Board of Trustees as Vice President and also won the organization's Michael A. Guido Award. During his tenure, Mr. Gillham also

won the Southeast Michigan Council of Governments Regional Ambassador award, served as chair of the South Oakland County Mayor's Association and the Vice President of the Michigan Association of Mayors.

In more than three decades at the helm, Mr. Gillham worked tirelessly on many projects to improve the lives of Huntington Woods residents. He is most proud of the building of the city's library, the city's A++ bond rating and helping the Huntington Woods Public Safety Department become one of the best in the State of Michigan. In October, the Huntington Woods City Council passed a resolution to name the city's recreation center as the Gillham Recreation Center, another testament to Mr. Gillham's respect in the community.

I have had the pleasure of representing the City of Huntington Woods in Congress for the past thirty-two years and have witnessed Mayor Gillham's leadership on many issues during our tenure together. One recent example was in 2014, when unprecedented flooding damaged tens of thousands of properties throughout Southeast Michigan, including in Huntington Woods. Mayor Gillham and his leadership team at the city was an active and effective advocate for aid from state and federal governments.

Mr. Speaker, I ask my colleagues to join me in congratulating Mayor Ron Gillham on an exceptional career in public service. I wish him much success with his future endeavors and wish him the best as he spends his retirement with his wife Shirley, their three children, and seven grandchildren.

IN HONOR OF VETERANS DAY

**HON. RUBÉN HINOJOSA**

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 5, 2015*

Mr. HINOJOSA. Mr. Speaker, as Veterans Day approaches, I rise in honor of our nation's servicemen and women for their tremendous courage and sacrifice in defense of our liberties.

Regrettably, selfless acts of valor and service by Americans in uniform are often taken for granted. They are not always reciprocated, and their vulnerabilities are often preyed upon by the despicable and unscrupulous. In those cases, it is our duty to come to their defense.

We are all too aware of cases when abusive and predatory payday lenders target and entrap veterans, misleading and forcing them into downward spirals of high cost debt. While the Defense Department recently finalized rules to protect active duty military service members from triple-digit interest rates on payday loans, the job is not done.

Veterans are not protected under the law and remain vulnerable. Therefore, I call on my colleagues to join me in supporting stronger consumer protections and to rein in abuses involving high-cost lending to veterans while they struggle to make ends meet.

Mr. Speaker, much more work remains to be done to raise the quality of life of our nation's veterans. Let us resolve this Veterans Day to meet those challenges head-on as we thank and honor them for their courage, sacrifices and service.